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Airport Information For UIUU

Terminal Charts For UIUU

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Ulan-Ude Rus
IATA Code: UUD
Lat/Long: N51° 48.5' E107° 26.3'
Elevation: 1693 ft

Airport Use: Public
Magnetic Variation: 5.1 °W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2145 Z
Sunset: 1154 Z,

Runway Information

Runway: 08
Length x Width: 9833 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1693 ft
Lighting: Edge

Runway: 14
Length x Width: 4675 ft x 295 ft
Surface Type: grass
TDZ-Elev: 1693 ft

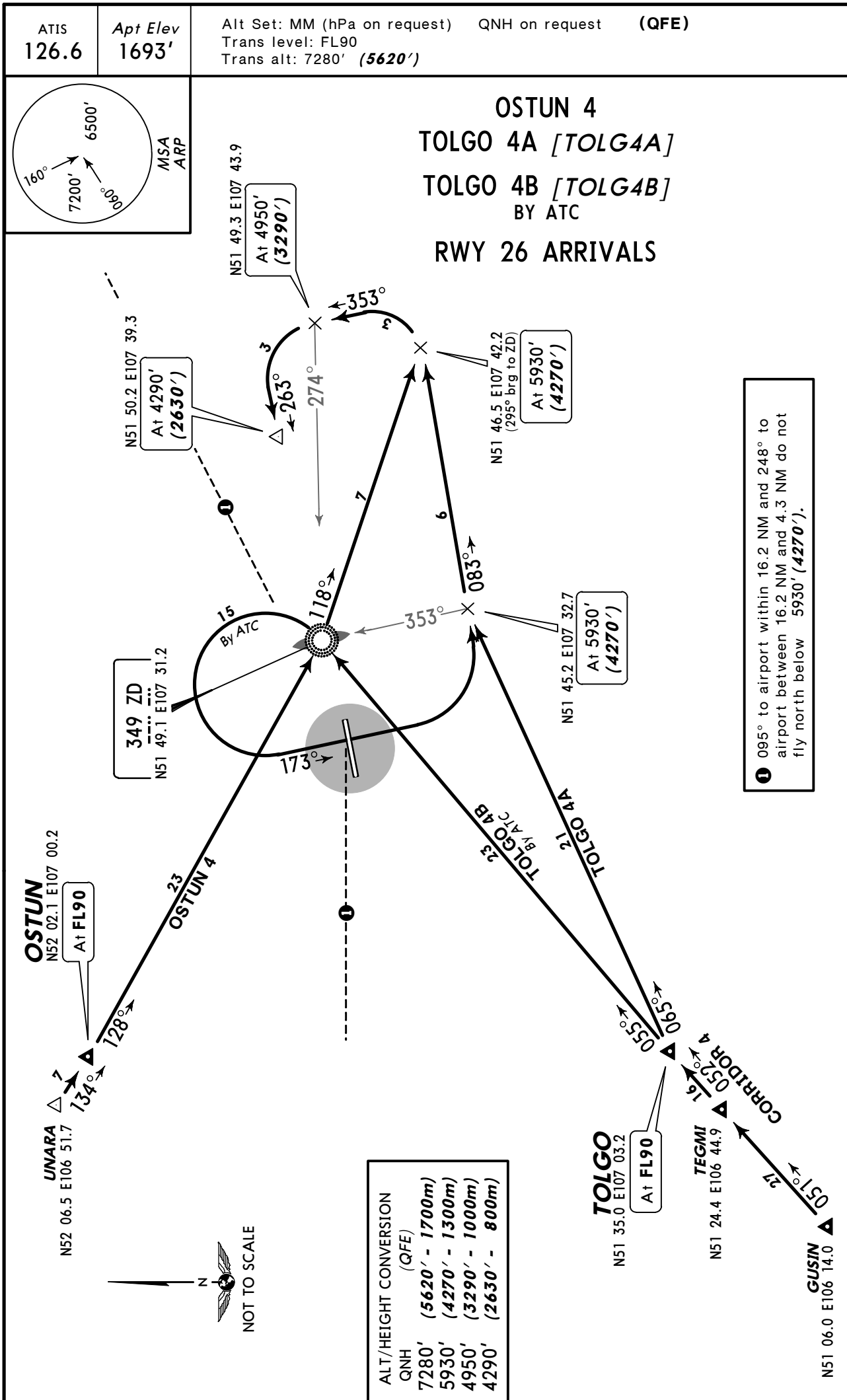
Runway: 26
Length x Width: 9833 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1660 ft
Lighting: Edge, ALS

Runway: 32
Length x Width: 4675 ft x 295 ft
Surface Type: grass
TDZ-Elev: 1693 ft

Communication Information

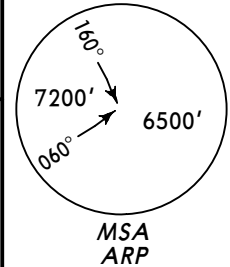
ATIS 126.6 Non-English
Ulan-Ude Tower 118.1
Ulan-Ude Approach Control 129.3
Ulan-Ude Krug Radar 120.6

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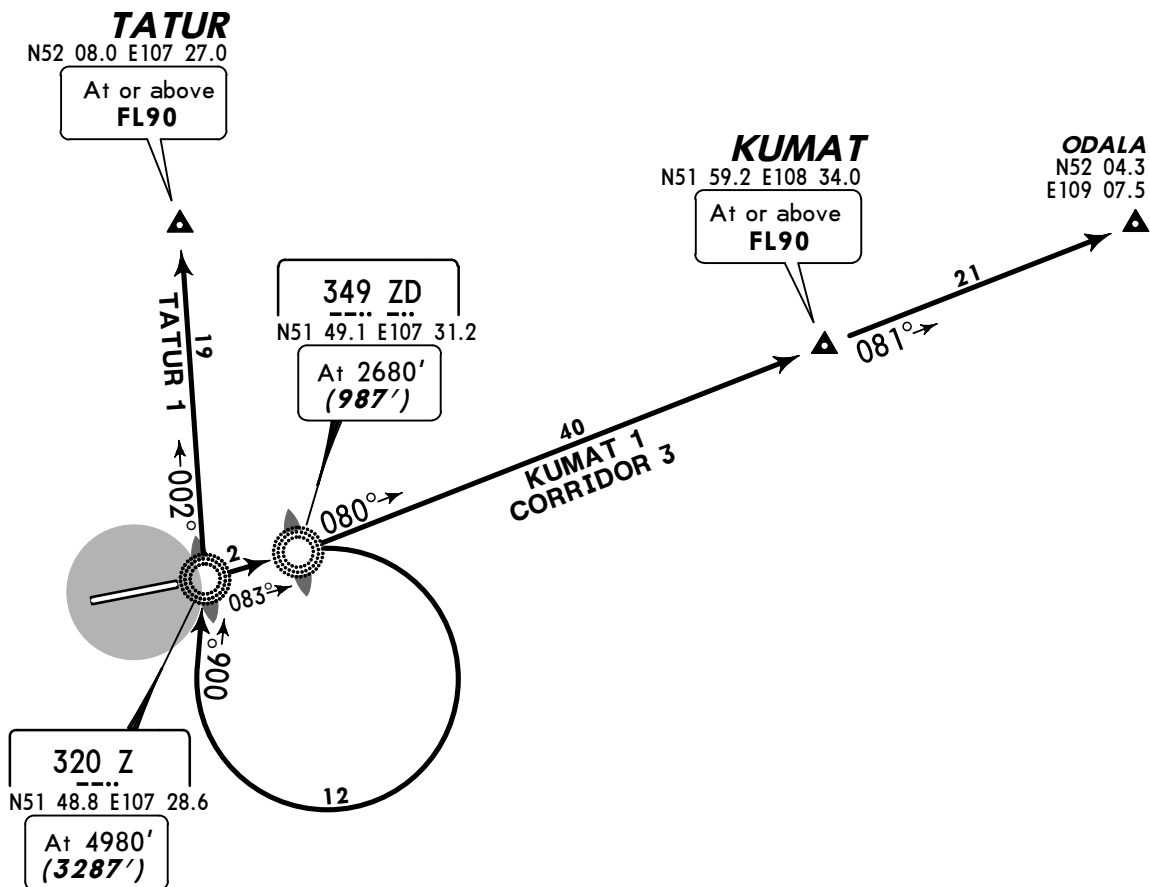


Apt Elev
1693'

QNH on request (QFE)
Trans level: FL90
Trans alt: 7280' (5587')



KUMAT 1, TATUR 1 RWY 08 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2680'	(987' - 300m)
4980'	(3287' - 1000m)
7280'	(5587' - 1700m)

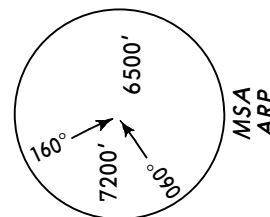
Apt Elev
1693'

QNH on request (QFE)
Trans level: FL90
Trans alt: 7280' (5620')

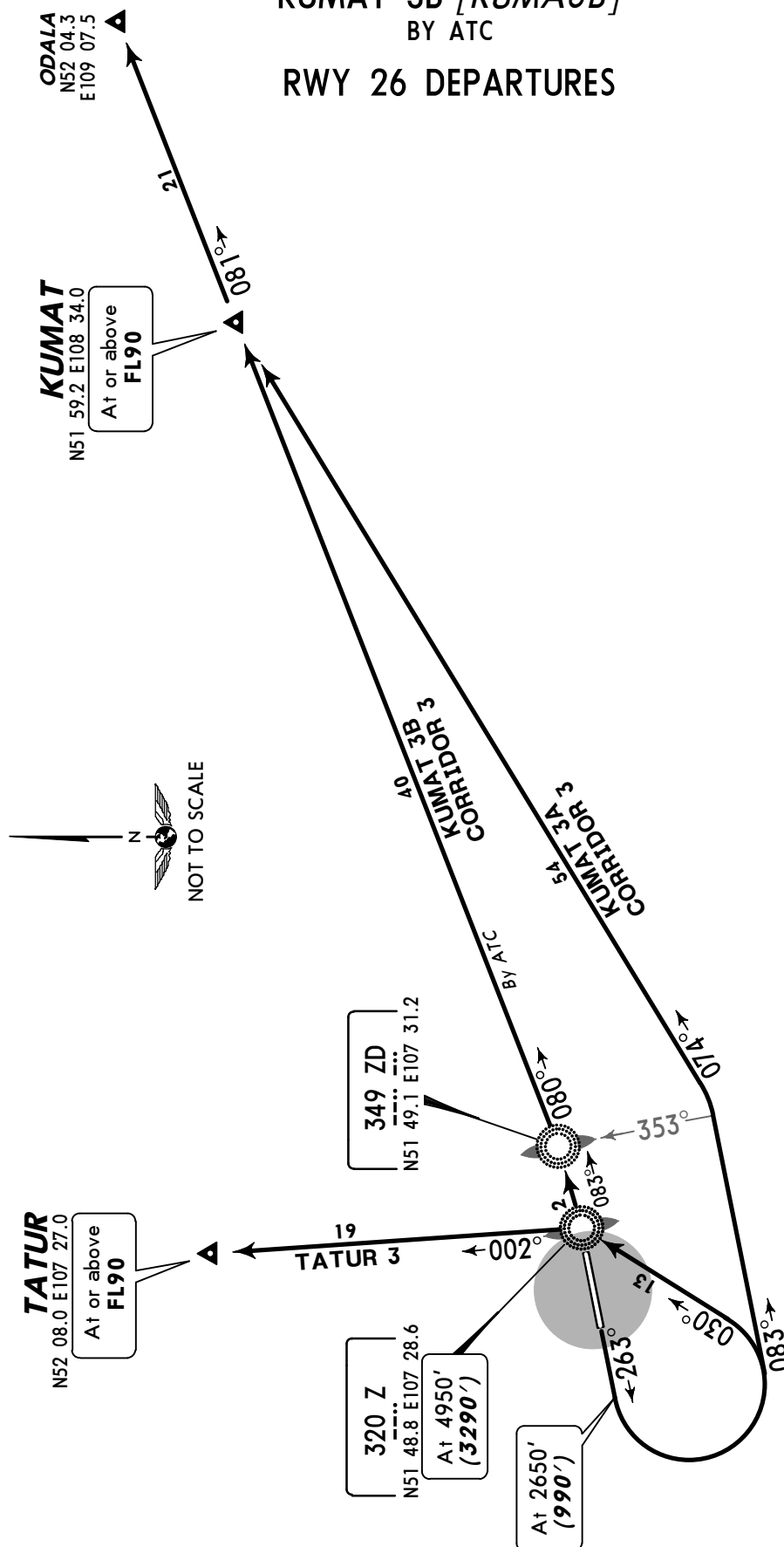
KUMAT 3A [KUMA3A]
TATUR 3

KUMAT 3B [KUMA3B]
BY ATC

RWY 26 DEPARTURES

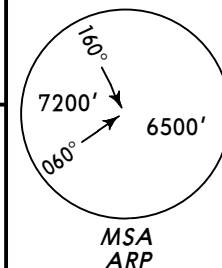


ALT/HEIGHT CONVERSION (QFE)	
QNH	2650'
	(990' - 300m)
	4950'
	(3290' - 1000m)
	7280'
	(5620' - 1700m)

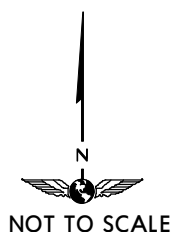
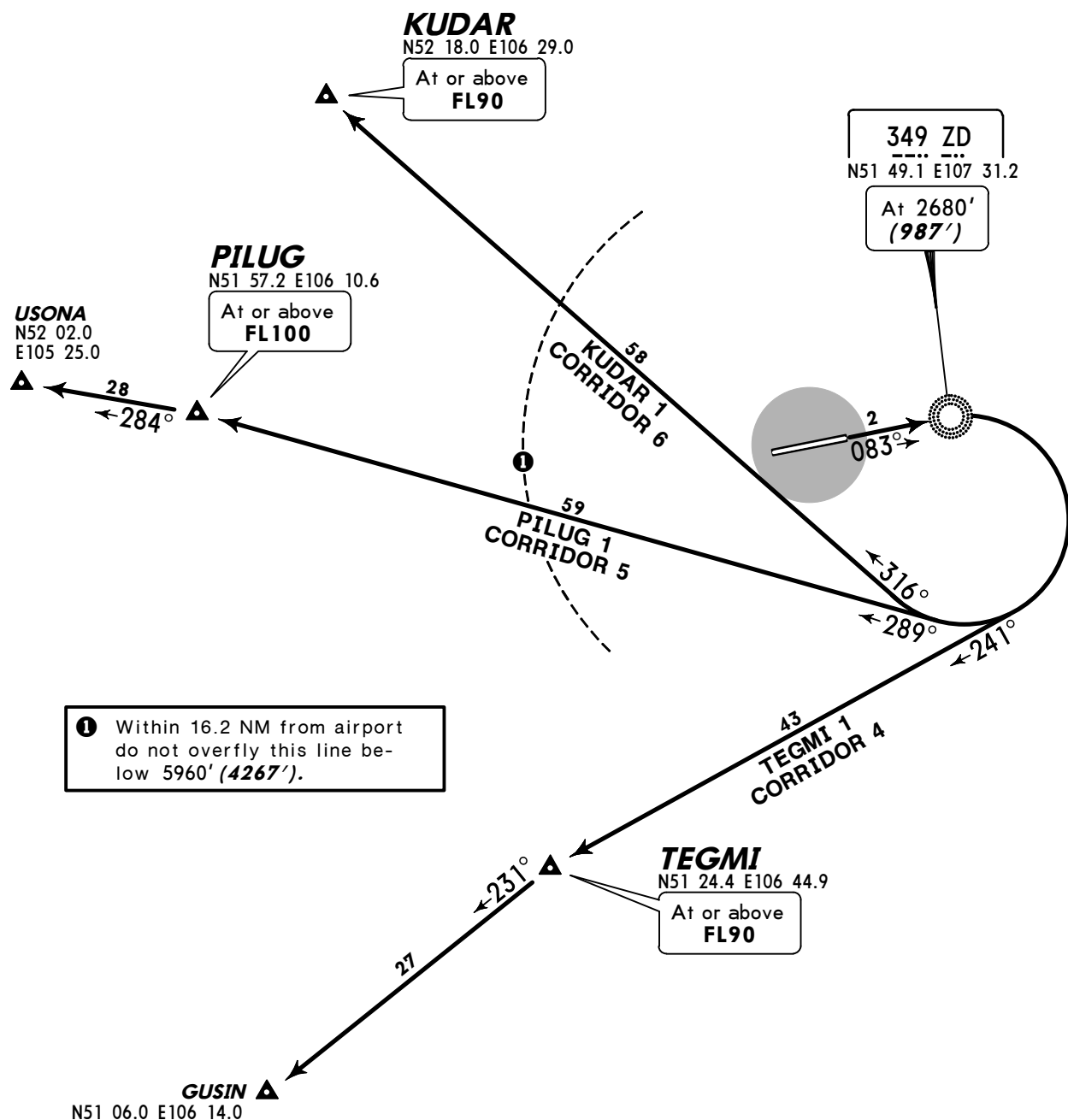


Apt Elev
1693'

QNH on request (QFE)
Trans level: FL90
Trans alt: 7280' (5587')



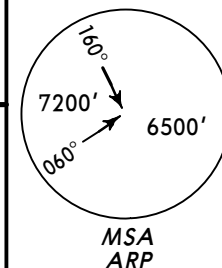
KUDAR 1, PILUG 1, TEGMI 1 RWY 08 DEPARTURES



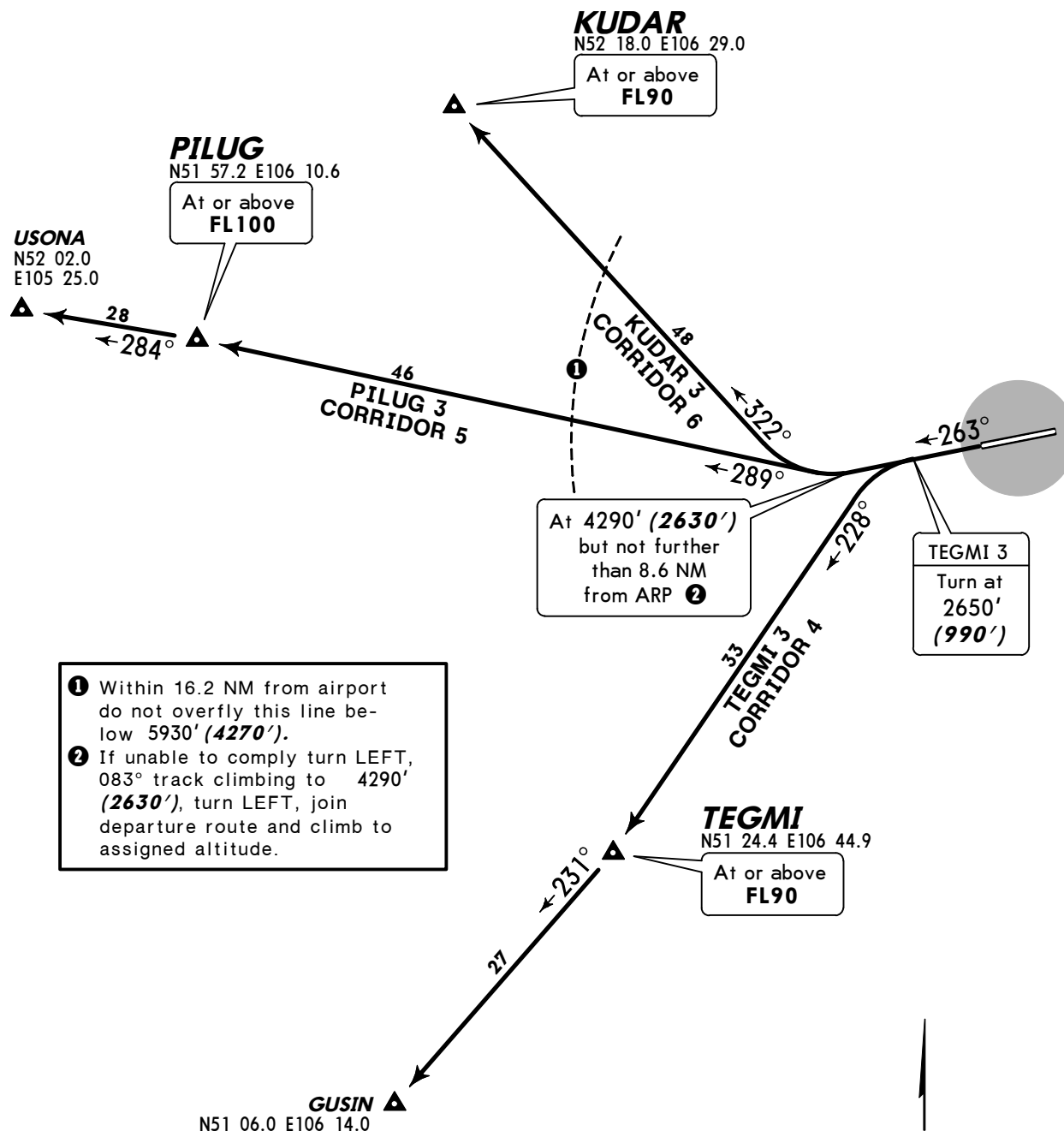
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2680'	(987' - 300m)
5960'	(4267' - 1300m)
7280'	(5587' - 1700m)

Apt Elev
1693'

QNH on request (QFE)
Trans level: FL90
Trans alt: 7280' (5620')



KUDAR 3, PILUG 3, TEGMI 3 RWY 26 DEPARTURES



- ① Within 16.2 NM from airport do not overfly this line below 5930' (4270').
- ② If unable to comply turn LEFT, 083° track climbing to 4290' (2630'), turn LEFT, join departure route and climb to assigned altitude.

WARNING: In case of turbulence aircraft shall execute aerodrome traffic circuit after take-off with 263° heading.



KUDAR 3, PILUG 3

These SIDs requires a minimum climb gradient of 5.0%.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

ALT/HEIGHT CONVERSION

QNH	(QFE)
2650'	(990' - 300m)
4290'	(2630' - 800m)
5930'	(4270' - 1300m)
7280'	(5620' - 1700m)

NOISE ABATEMENT

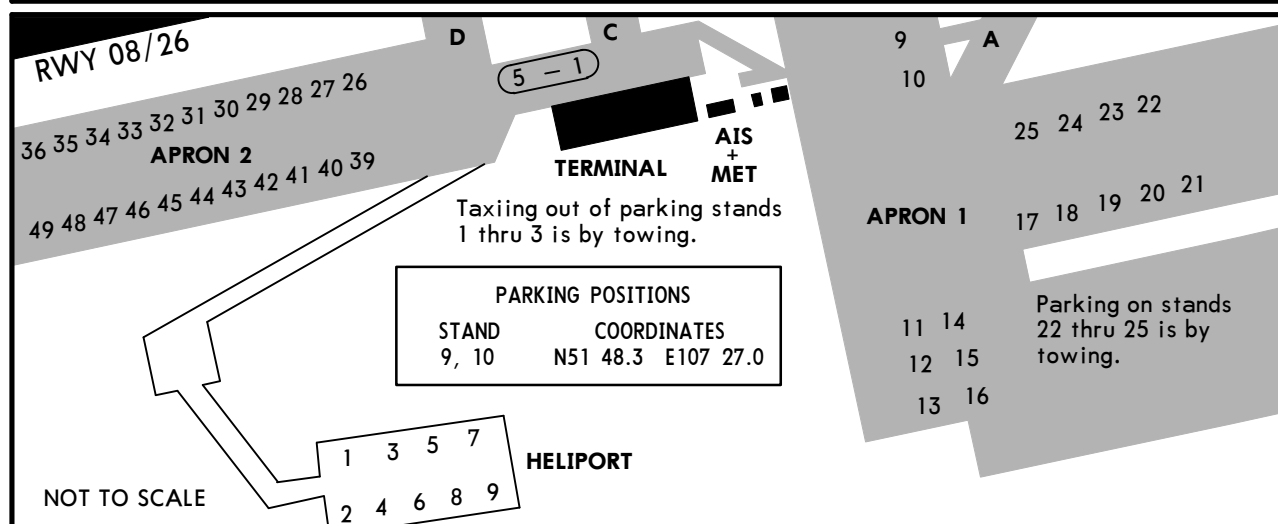
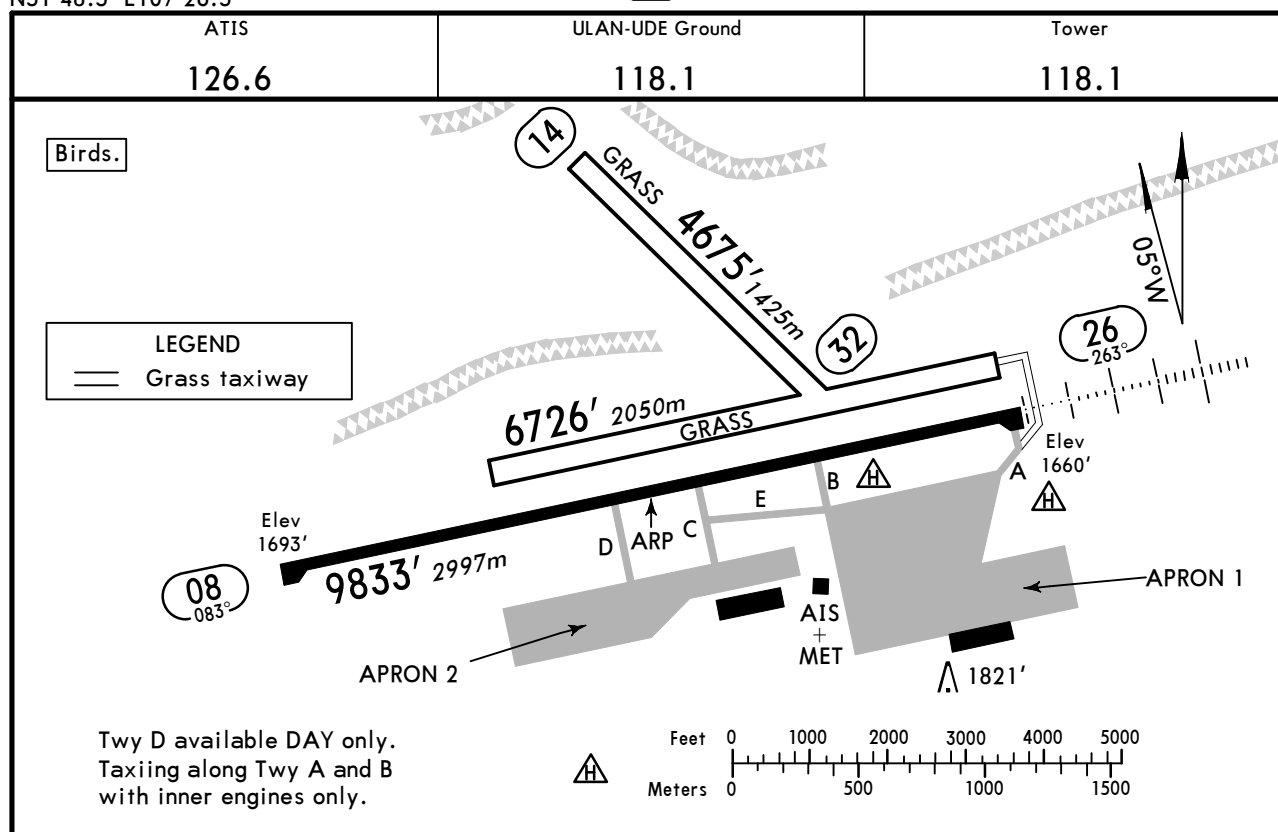
DEPARTURES

- a) Take-off and climbing to 3170' (1477'-450m):
 - Maintain take-off power of all engines
 - Raise landing gear
 - Place wing devices (flaps and slats) in take-off position at 10°-30° (depending on aircraft type, take-off mass, RWY length, AD elevation and outside temperature)
 - Climb at V2+ 11 to 22 KT with maximum possible vertical speed and taking into account pitch restrictions
- b) At 3170' (1477'-450m):
 - Reduce engine power to nominal
- c) Between 3170' (1477'-450m) - 4650' (2957'-900m):
 - Maintain nominal engine power
 - Place wing devices (flaps and slats) in take-off or intermediate position according to Airplane Flight Manual
 - Climb at V2+ 11 to 22 KT with maximum possible vertical speed and taking into account pitch restrictions
- d) At 4650' (2957'-900m):
 - Reduce rate climb
 - Accelerate to speed for the start of placing flaps into flight position
 - Phased placing of flaps in flight position to be executed according to schedule
- e) From 4650' (2957'-900m):
 - Further climb and reaching assigned flight level shall be executed at the most beneficial speed for en-route climbing.

UIUU/UUD
Apt Elev 1693'
N51 48.5 E107 26.5

JEPPesen
11 MAR 11 (10-9)

ULAN-UDE, RUSSIA
MUKHINO



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
			Threshold	Glide Slope				
08	RL (60m)	RVR						148'
26	RL (60m) HIALS PAPI-L (angle 3.0°)	RVR		9347' 2849m				45m
08	Grass runway							328'
26								100m
14	Grass runway							295'
21								90m

TAKE-OFF		
AIR CARRIER (JAA)		
Main rwy 08/26		
LVP must be in force		
RCLM (DAY only)		RCLM (DAY only)
or RL		or RL
A		
B	250m	400m
C		
D	300m	

CHANGES: ATIS frequency established. Notes.

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STRAIGHT-IN RWY		A	B	C	D
26	ILS	1860' (200')	1860' (200')	1860' (200')	1870' (210')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	2010' (350')	2010' (350')	2010' (350')	2010' (350')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	1 NDB	2650' (990')	2650' (990')	2650' (990')	2650' (990')
		C4000m	C4000m	C4200m	C4200m
	<i>ALS out</i>	C4700m	C4700m	C4900m	C4900m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 08, 26			
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

STRAIGHT-IN RWY		A	B	C	D
26	ILS	1860' (200')	1860' (200')	1860' (200')	1870' (210')
		R550m	R550m	R550m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	2 NDB	2010' (350')	2010' (350')	2010' (350')	2010' (350')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	1 NDB	2650' (990')	2650' (990')	2650' (990')	2650' (990')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 08, 26

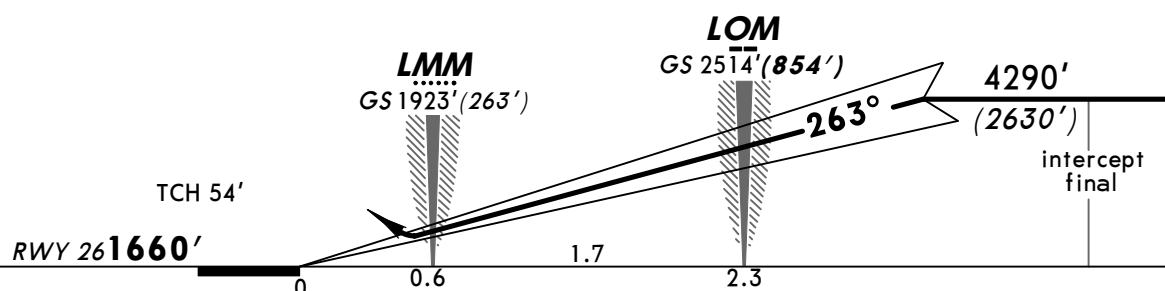
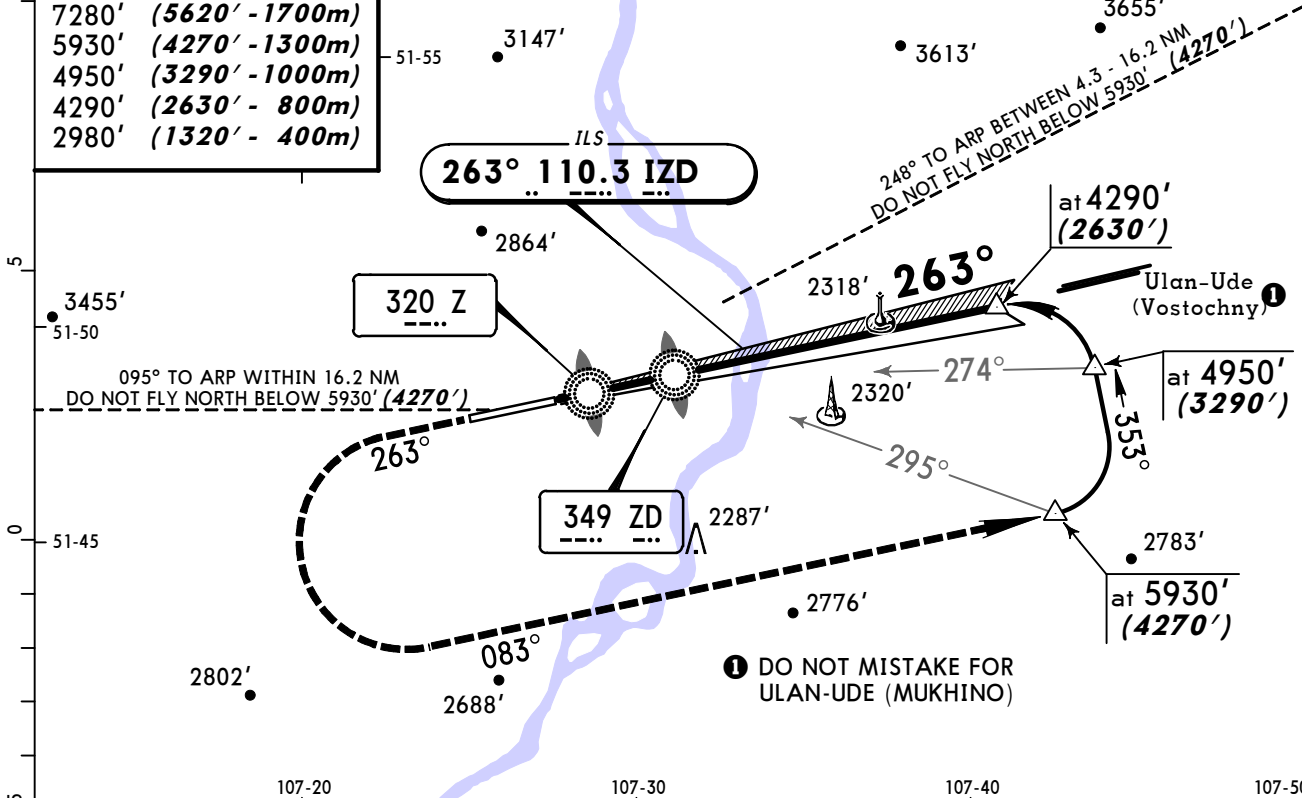
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

MSA ARP

MSA ARP

Trans alt: 7280' (**5620'**)

10



Gnd speed-Kts	70	90	100	120	140	160
GS	3.33°	419	539	598	718	838

PAPI
HI ALS

2980'
(1320') on 263°

↑

083°

← LT

5930'
(4270')

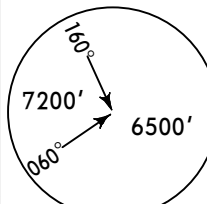
↑

LOC (GS out)

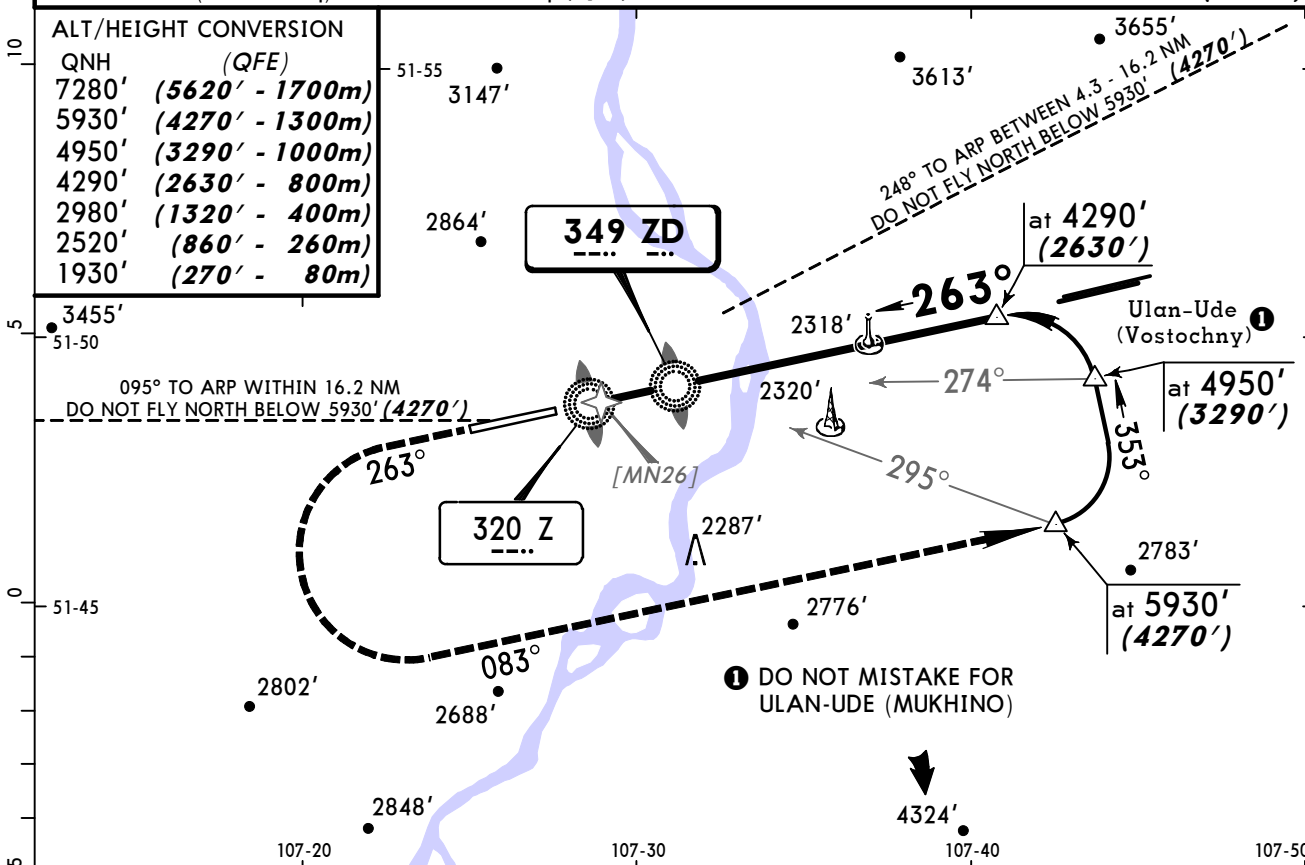
$DA(H)$ ABC:1860'(200') D:1870'(210')

ALS out

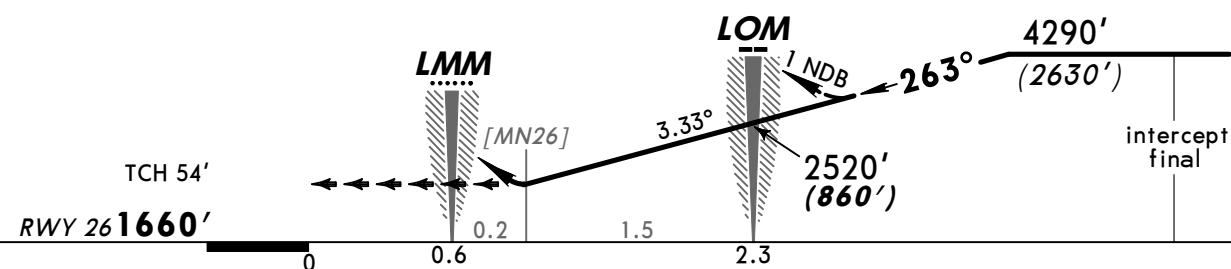
A				
B				
C	RVR 720m VIS 800m	1200m	NOT AUTH	
D				

ATIS	ULAN-UDE Approach	ULAN-UDE Krug (R)	ULAN-UDE Tower	Ground
126.6	129.3	120.6	118.1	118.1
NDB ZD 349	Final Apch Crs 263°	2 NDB Minimum Alt LOM 2520' (860') 1 NDB Minimum Alt No FAF	2 NDB MDA(H) 2010' (350') 1 NDB MDA(H) 2650' (990') Apt Elev 1693' RWY 1660'	 MSA ARP
MISSED APCH: Climb on 263° to 2980' (1320'), then turn LEFT onto 083° climbing to 5930' (4270'), then according to chart.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 Trans alt: 7280' (5620')



Pass LMM not below 1930' (270').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2980' (1320')	on 263°	083°	5930' (4270')
Descent Angle	3.33°	412	530	589	707	825	943	PAPI		LT	

STRAIGHT-IN LANDING RWY 26							
2 NDB		1 NDB					
MDA(H) 2010' (350')		MDA(H) 2650' (990')					
ALS out		ALS out					
A							
B	1200m	RVR 1500m VIS 1600m		3200m			
C				4000m			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m		4400m		4800m	

Chart changes since cycle 07-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ULAN-UDE, (MUKHINO - UIUU)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UIUU

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.